



Regional Coordinating Committee

Minutes

Wednesday, January 13, 2016

Cook County Conference Room

233 S. Wacker Drive, Suite 800

Chicago, Illinois

Committee Members Present: Elliott Hartstein, Chair (CMAP Board), Frank Beal (CMAP Board), Pat Carey (Economic Development Committee), Sheri Cohen (Human-Community Development Committee), Nancy Firfer (Housing Committee), Sis Killen (Transportation Committee), Ed Paesel (South Land Use Committee), and Mayor Tom Weisner (CMAP Board)

Others Present: Kristen Andersen-Metra, Bruce Carmitchel-IDOT, and Mark Pitstick-RTA

Staff Present: Tom Kotarac, Joe Szabo, Gordon Smith, Elizabeth Schuh, Kristin Innchak and Sherry Kane

1.0 Call to Order

Chairman Elliott Hartstein called the meeting to order at approximately 8:16 a.m. and asked committee members to introduce themselves.

2.0 Agenda Changes and Announcements

There were no changes to the Agenda or announcements.

3.0 Approval of Minutes

A motion made by Frank Beal to approve the minutes of the October 14, 2015, meeting as presented was seconded by Mayor Tom Weisner. All in favor, the motion carried.

4.0 State Legislative Update

CMAP staff Gordon Smith reported that the State Legislative Agenda is being presented this year in draft form as staff is looking to the Board for additional guidance on a couple of initiatives related to the agency's finances since CMAP narrowly averted a shutdown last November which could have jeopardized nearly \$2 billion in federal transportation funding. The State Legislative Agenda is based on the policy initiatives from GO TO 2040,

including: performance-based and innovative tools for transportation investments, state tax policy, water supply planning and management, and transparency and accountability. Under the category of performance-based transportation investments, Smith reported, specific topics include: an increase to the MFT by 8 cents with an index to inflation in the near term, while recognizing the need to develop a sustainable, long-term revenue source; new, sustainable revenues for transportation with a dedicated source of capital funding for transit and a greater focus on improvements to the freight system; and encouraging a commitment by transportation implementing agencies to use performance-based measures. Mr. Smith mentioned the term 55/45 has been removed from the Agenda to emphasize performance-driven programming rather than an arbitrary formula allocation. In the area of innovative tools for transportation investment, specific topics include: supporting legislative initiatives that required IDOT and the Illinois Tollway to implement congestion pricing on new highway capacity while continuing to look at existing system for opportunities for congestion pricing; enabling multijurisdictional value capture districts for transportation; and while CMAP supports PPP, accountability and safeguards to protect the state from undue financial risk should also be considered. State tax policy in the Agenda remains fairly unchanged, with CMAP supporting comprehensive reforms to broaden the tax base in a manner that may lower rates, and tax policy changes that encourage effective land use decisions and reduce the intra state and intraregional competition over economic development. CMAP continues to support new and sustainable revenue to support state and regional water planning. Finally, related to transparency and accountability, Smith continued, CMAP supports legislation to increase data and information sharing by requiring state and local agencies to make their programs and policies more transparent to the public.

Committee members weighed in on the tax policy section, and asked that more clarity be given while considering the work completed by the Tax Policy Task Force related to tax policy issues and provide specificity to the topics contained in the Tax Policy Task Force Report. Gordon went on to say that CMAP had not focused in on the broader initiatives, in terms of bills, was simply because the Agency's financial status is its number one priority. It was also reported that P3 legislation, introduced by the Illinois State Chamber, may be close to consensus, that the Illinois Housing Comprehensive Planning Act, after 10 years, will be sun setting in July and needs to be reauthorized and that there may be movement on legislation related to consolidation of government. Smith further explained the difference between CMAP's State Legislative Agenda and State Legislative Principles, the former being used to comment on more immediate issues before the General Assembly while the latter is used to help ground General Assembly Members and Staff in the basic policies CMAP advocates for. The discussion concluded with staff being asked to consider the comments of the committee, especially regarding the tax policy language in the State Legislative Agenda and to bring an edited version back to the CMAP Board for review and approval.

5.0 Interim Products for Long-Range Plan

CMAP staff Liz Schuh reported that staff has begun developing the next plan, and outlining for the three year process a series of engagement activities and interim products for committee review and voting at the Coordinating Committee, the CMAP Board and

MPO Policy Committee levels. Expected to be completed in October 2018, each of the products (and associated approvals) will be presented each October between now and completion of the plan. The first of these is the report on regional priorities, Schuh stated, scheduled for release in fall of 2016. Building on initial engagement activities of the plan, a kickoff event scheduled for February 24, begins a series of events seeking feedback from key partners and stakeholders. Following the kickoff will be a series of workshops and topical forums, resulting in a report in the fall of 2016 summarizing the region's planning challenges, opportunities to improve the region's future and the priorities encapsulated into the plan. The second interim product will summarize plan directions. Capitalizing on both engagement activities and the work that will be going into the plan, the scenario planning process (like that of GO TO 2040) had a significant period of public engagement, this time focusing on "alternative futures", that will be finalized during 2017. Also working on core components of the plan—the financial plan, issuing a call for regionally significant projects and identifying a way in which the projects could be measured—brought to committee in 2017 will summarize key directions. Finally, Schuh reported, adoption of the full plan will be sought in the fall of 2018. This is the least fleshed out but it is expected that a release of the draft plan for public comment will occur in the summer of 2018, compiling all the comments and providing a draft plan for approval in 2018.

6.0 Next Plan: Place-Based Approach Alternatives

CMAP staff Kristin Ihnchak reported on an effort to develop a place-based approach for the next plan, essentially taking the regional plan's policies and translating them to a more local level that is meant to give greater specificity to the plan's implementers through geographically-oriented or a place-based approach. Staff reviewed approaches used by peer MPOs and identified two—typologies and layers—as options for consideration. Ihnchak reviewed both alternatives to see what each might mean for CMAP.

Recommending the use of layers in the next plan, Ihnchak asked that the committee give its feedback as to whether it agrees with the approach, and explained how each works. Typologies are the most common grouping communities in the region into a series of typologies based on physical characteristics typically at the municipal level, but tend to be too broad to provide actionable guidance, which is a goal of the place-based approach. Ihnchak cited Boston and Minneapolis, St. Paul as examples of typology approaches to align land use development and infrastructure to make the best use of public and private investments, recapped key takeaways that emerged from staff's assessment of other MPOs' use of typologies and felt there was a better way to approach a place-based strategy—layers. Essentially a staff brainstorm, layers is seen as an option to overcome some of the typology challenges and going beyond GO TO 2040 and catering to a sub-regional (i.e., urban-infill, exurban or even rural) designation. Not very common to other MPOs' plans to the degree that CMAP plans to use it, but some use of data layers and mapping is fairly common. Ihnchak cited the Met Council as an example of this type of approach and again recapped key takeaways that emerged from staff's analysis.

Committee members were given some time to weigh in on the two types of place-based approaches that were presented and Ihnchak concluded with next steps that will include: discussing the place-based approach with other CMAP working committees; creating a list of the potential layers that might be developed as part of ON TO 2050; development of

two “pilot” example layers (locally identified reinvestment areas and conservation areas) to determine the level of effort associated with developing layers; and finally, consider how layers can be incorporated in the plan.

7.0 Policy Updates: Using American Community to Survey to Understand Recent Demographic and Transportation Trends

A series of CMAP policy updates related to demographic and commute trends in the region was presented by Liz Schuh who reported that new census data was analyzed to assess regional changes and explained that policy updates are posted to the website to dissect new data, changes in statute, changes in policy to better understand how the changes and trends align with GO TO 2040. Five policy updates were developed from new American Community Survey data, Schuh continued, and explained why the five-year datasets are important to the region. The first time comparisons were available as 5-year ACS data sets that render a nice look at conditions on the ground at 2000, then midway, 2005-2009 and today, 2010-2014. For each of the policy updates—the region’s changing racial and ethnic composition, the region’s senior population, changes in household income in northeastern Illinois, commute time trends in our region, and commute trends--Schuh reported key findings, and concluded with next steps that include ongoing analyses of demographics trends via policy updates and development of a series of snapshot reported that will be released during the development of the region’s next comprehensive plan.

8.0 Other Business

There was no other business before the Regional Coordinating Committee

9.0 Public Comment

There was no public comment.

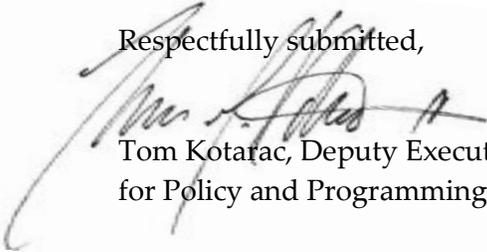
10.0 Next Meeting

The Regional Coordinating Committee is tentatively scheduled to meet next on March 9, 2016.

11.0 Adjournment

At 9:15 a.m., a motion to adjourn made by Ed Paesel was seconded by Mayor Tom Weisner, and with all in favor, carried.

Respectfully submitted,



Tom Kotarac, Deputy Executive Director
for Policy and Programming

/stk
05-24-2016

Approved as presented, by unanimous vote, June 8, 2016